salt pans, should be experimented on by the department once more, before the idea was altogether given up.

(2) He also urged, with a view to promote the trade of Kayenkulam, that the following works should be taken in hand and completed early :—

(*a*) The Quilon–Alleppey Road should be gravelled from Karunagappalli to Haripad ;

(*b*) The Kayenkulam south bridge, now in a dilapidated condition, should be reconstructed.

(*c*) The repair of the eastern bridge near the fish market should be expedited.

(*d*) Four landing ghats and one boat basin should be constructed.

(*e*) Gutters should be provided on the sides of the market road.

(*f*) A cart-stand should also be constructed.

(3) The sub-treasury at Kayenkulam, which was abolished with the re-organisation of the treasuries, should be re-established.

(4) The Krishnapuram Munsiff's Court should be transferred to Kayenkulam. The Court was now held in a rented building at Krishnapuram. At Kayenkulam, the Satrom was available for the purpose.

(5) The Kayenkulam Lower Grade Secondary School should be raised to a Higher Grade Secondary School, as there were no High Schools in the neighbourhood.

(6) The Government dispensary in the town was now held in a small rented building. A pucka building should be constructed and a few beds provided therein for in-patients.

(7) Except the Police Station and the Magistrate's Court, all other public offices in Kayenkulam were now held in rented buildings. It was necessary to construct one decent building for locating all the public offices in the town.

(8) The Higher Grade Elementary School was now housed in four buildings. A suitable building should be constructed at an early date. Lands had already been acquired for the purpose.

(9) A public well should be constructed at Kayenkulam.

Dewan's reply.—Noted.

20. Certain modifications required in the Tobacco Rules

Mr. K. A. Krishna Pattar (Member, Trading Classes, Quilon) said that some inconveniences were felt in the practical working of the rules recently issued under the Tobacco Regulation, I of 1087, and he proposed the following modifications therein for the consideration of the Government.

(1) *Rules 13 and 28.*—Under those rules, all imported tobacco intended to be bonded in a bankshall had to be weighed both at the customs house and at the bankshall. In the case of tobacco imported by sea, the delay in the weighment was enormous, being as much as two months should a large number of boats land tobacco simultaneously. The delay was by no means negligible even in respect of the imports by rail. The merchants were in consequence put to much inconvenience and loss. The weighment in both places being done by Government officers, there was no object in reweighing the tobacco at the bankshall. It did not also benefit the importer in any way because no deficiencies in the second weighment would be allowed in his favor. Any excess on the other hand would be charged against him. He therefore requested that one weighment in either of the two places should be done away with.

(2) *Rule 20* prohibited the import of tobacco covered by a permit, *by instalments*. The tobacco stocked in Coimbatore did not all belong to the *melabham* merchants. The merchants were often aware of the despatch of tobacco by rail only on receipt of the railway pass by post. At Erode Junction, the consignment

LIBRARY ARCHIVES Kerala Legislative Assembly

was often divided and sent by different trains, according to the accommodation available, with the result that the entire consignment did not reach Quilon at one and the same time. If there was delay in removing the tobacco, the railway authorities charged demurrage ; but under the above-quoted rule, the removal by instalments was not allowed by the department. The merchants were thus placed in a difficult position involving great loss. The import and removal of tobacco in instalments should therefore be allowed as before, at least in the case of the *melabhom* merchants.

(3) *Rule 29* (*a*) required that the number of the room in the bankshall in which tobacco was stored should be on each bale. The same *melabhom* merchant often rented several storage rooms in the bankshall and the enforcement of the rule requiring the number ticket to be affixed on each bale caused considerable inconvenience, confusion and delay, whenever tobacco had to be issued. The arrangement was of no practical use even from the Government stand-point. He prayed that the arrangement should be cancelled.

(4) *Rule 33*, *Clause* XIII prescribed certain rates of godown rent for the tobacco stored in bankshalls. The arrangement caused some delay to the merchants in removing the bales, as they had to calculate and pay the godown rent prior to such removal. It also caused heavy loss to the merchants in the case of tobacco lying unsold for long periods. In the interests of merchants, he suggested that a maximum period of two or three years might be fixed for the removal of the tobacco and also a fixed godown rent charged for the storage.

(5) *Rule 39* required the *melabhom* merchants to make their applications for the issue of tobacco before 12 noon each day. It was difficult to gauge the requirements of each day and make application before 12 noon. The time should be extended.

(6) *Rule 41* prohibited any person from entering a bankshall without a ticket of admission from the officer in charge of the institution. It was hard that the *melabhom* merchants and the other traders coming to purchase tobacco from them should be required to take a ticket. They should be exempted from the restriction or the *melabhom* merchants should be permitted to issue their own tickets of admission.

Dewan's reply.—The Excise Commissioner will be asked to report in detail on the Member's representation.

II. PROTECTION.—LEGISLATION, CRIMINAL AND CIVIL JUSTICE, AND REGISTRATION.

(I) Legislation.

21. The desirability of enlarging the Legislative Council on an elective basis, with a non-official majority, and also of allowing it the right of interpellation and the right of discussing the Budget.

Mr. M. Subramonia Pillai (Member, Agastiswaram taluk) said that the subject was one which had been presented to the Government during former sessions also. The privilege of possessing a Legislative Council was first granted to the people of Travancore by His Gracious Highness the Maha Raja in the year 1063. Except for a very slight amendment increasing the number of non-official members, the constitution of the Legislative Council remained the same today as it was when first constituted, more than 25 years ago. It was a matter for speculation why His Highness' Government, which was so assiduously—at times even quite blindly—adopting the principles of administration which were often laid down by the Government of British India, should, in the matter of the improvement of the Legislative Council alone, be so very quiescent. The improvements, which had been effected in the Legislative Councils of India by the Indian Councils' Act of 1909, were matters of public history. The satisfactory way in which those Councils had borne their responsibilities more than fulfilled the expectations with which they were reformed. The fear, which was at one time entertained in certain quarters, that a non-official majority might prove unworkable, had been dispelled. The Imperial

LIBRARY ARCHIVES Kerala Legislative Assembly